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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per annum. Postage to any
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Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1909.
 Complete Edition \$10.00
 Small 6.00
 Orders may be sent to the
 Hongkong Daily Press Office and
 to the Local Agents.

NO. 15,944. 號四十四百九千五萬一第 日一月四午元英宣 HONGKONG, SATURDAY, MAY 29TH, 1909. 大英報 號九十二月五月九零百九千一英港香 PRICE, \$3 PER MONTH.

CALL
AT
'MOUTRIES'
FOR
THE PIANO
36 YEARS' EXPERIENCE.
SATISFACTION GUARANTEED.

S. MOUTRIE &
CO. LIMITED.

KOWLOON HOTEL

THE ONLY FIRST CLASS

ESTABLISHMENT ACROSS
THE WATER.

SURROUNDED BY DELIGHTFUL GARDENS,
Excellent Cuisine.

O. E. OWEN,
Proprietor.

[a692]

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 29th April, 1909. [a1647]

THE GRAND HOTEL,
DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALLE & M. MAILLE Proprietaires.

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. 7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

SATURDAYS.
Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.20 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vents Road Central.
JOHN D. HUMPHREYS & SON,
General Managers

Hongkong, 1st April, 1909. [a549]

LANE, CRAWFORD & CO.
(TELEPHONE 97).

A LARGE SELECTION OF
WATERPROOF COATS
(RUBBER)
\$24.00 \$26.00 \$28.00 \$30.00 \$33.00 EACH.

KHAKI AND BLACK.

**REGULATION ARMY AND NAVY
COATS WITH CAPES**

\$26.00 \$30.00 \$38.00 TO \$55.00 EACH.

ZAMBRENE RAINCOATS
(NO RUBBER)
\$33.00 \$38.00 \$48.00 EACH.

LANE, CRAWFORD & CO.

Hongkong, 19th May, 1909.

JOHN ROBERTS & COMPANY LTD.
BILLIARD TABLE MAKERS.
BOMBAY.

UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plate best Whipcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting tools, with lever for levelling, complete with the following accessories:

12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and 1 Circle.
1 Best Spirit Level.
1 Box Billiard Chalk.
1 Wall Cue Rock.
1 Wall Butt Rock.
1 Set Billiard Rules, Framed.
1 Best Billiard Brush.
1 Set "Crystallate" or "Bonvaline" Bill. Balls.
1 Box Best Cue Tips, assorted.
1 Cue Tip Fastener with File.
1 Bottle Cue Cement.
1 Box Silk Sock.
2 Dozen Best White Chalk.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Re. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiard can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904. [572-1]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
String Band Plays during Tea and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans.

Telephone on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

[a42] A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 24th July, 1905. [a651]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNEL ROAD.

Telephone No. 134.

Telegraphic Address: "SACHSOLA."

A.B.C. Code, 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

Putting Green and Tino Stabling for horses.

[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort.

Fine View of the Harbour.

Telephone, No. 690.

Apply to MRS. F. W. WATTS.

"Brasidae," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort

to Residents and Tourists.

Table D'Hoté at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to M. MATTHAEY,

Proprietress.

Hongkong, 5th October, 1903. [a43]

VICTORIA HOTEL

SHAMEEN—CANTON.

MANAGER—MR. H. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEEN.

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO.

MANAGER—MR. H. N. BEAUMPAIRE.

Telegraphic address—"FALMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE.

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER,

Proprietor.

[a1623]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to THE MANAGER.

[a196]

KIALAT HOTEL,

SWATOW.

If you go to Swatow don't forget to stay

at the KIALAT HOTEL. Nice

Comfortable Rooms, excellent cuisine.

Situated five-minutes' run by rickshaw from German Consulate.

MISS E. WILL

Proprietress.

Swatow, 1st April, 1909. [a52]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN, AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY ★★★★ - - - - \$22.50

Per Case.

BRANDY ★★★ - - - - 20.00

Per Case.

INTIMATION



A. S. WATSON, & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S



VERY OLD LIQUEUR
SCOTCH WHISKY

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN \$16.50

ROBT. PORTER & CO'S
BULL DOG BRAND

GUINNESS' STOUT
IN PINTS AND SPLITS.

A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 26th April, 1909.

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NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, MAY 29TH 1909.

The little discussion which took place at the meeting of the Legislative Council Finance Committee on the item in the financial statement showing that the Government in 1908 incurred a loss of no less than \$164,000 on its depreciated subsidiary coinage, did not unfortunately suggest any early relief from an intolerable burden which all trading concerns in the Colony have for years past been suffering equally with the Government—or rather, it should be said, to a much greater extent proportionately. Of the total sum of \$164,000 which the Government lost on subsidiary coinage last year, \$32,000 was the figure quoted again and again in the discussion as representing actual loss by redemption of these coins, but if \$114,000 represents the loss on the small coins shipped home and sold as bullion, a balance of \$50,000 remains to be accounted for.

There are several public companies in Hongkong who have for years past been showing on their balance sheet a loss on subsidiary coins of over \$30,000 per annum, and they would much like to know when the Government propose to take effective action to put an end to this deplorable state of things.

Notwithstanding that the Government are melting down certain proportion of the subsidiary coins of the Colony which have received into the Colonial Treasury, the discount on subsidiary coinage in use in Hongkong still ranges from 6.80 to 8.50 per cent. As fast as Hongkong currency is withdrawn Chinese currency takes its place. Representations have repeatedly been made to the Chinese authorities with a view to inducing

them to limit the output of the Canton Mints, alike in the interests of the people of the province and the inhabitants of this Colony. The present discount on subsidiary coins is proof of the scant notice which has been taken of those representations. According to the Hon. Colonial Secretary, H.E. the Governor has tried to point out to the Chinese authorities "the error of their ways," but no indications were given in the course of the discussion of any confident hopes of early success in this direction. It is obvious that if we are to be rid of this burdensome tax upon the business of the Colony in the life time of the present generation the Government must renounce its attitude of dependence on the Chinese authorities of Canton, and take independent action in the matter. The Government has put to the test the recommendations made in the Minority Report of the Subsidary Coinage Commission, and it is practically confessed that they have been without result. It was suggested in the Minority Report that "in the event of the negotiations with the Chinese authorities being without result the Committee be called together again six months hence to further deliberate." It was in November, 1907, that the Reports of the Committee were sent to the Government, but though the action taken by the Government in the meantime has failed to materially improve the position, the Committee has not been called together for further deliberation, so far as we are aware. We suggest that this step should be taken now. We do not know whether the suggestion made by the Minority was intended to be taken as intimating that if their recommendations

failed to have the beneficial results anticipated they would be prepared to view more favourably the recommendations in the Majority Report. Both agreed upon the desirability of urging upon China the reform of her currency; but the Majority held that "until China has properly initiated a currency in accordance with economic principles, no proper agreement is even possible, and it is always probable that if one were entered into it would be evaded or abrogated, according as the profit therefrom might accrue to the authorities concerned." The Government might now consider whether the experience of the past eighteen months has not fully confirmed this view.

The French Mail of the 27th April was delivered in London on the 27th inst.

Two cases of plague, both fatal, were reported yesterday. One was from Kowloon city and the other from Yau Ma Tei.

Marcus Katsura, the Premier of Japan invited Mr. Chiro, Foreign Editor of *The Times* and Dr. Morrison to lunch on the 26th. The s.s. *Hongwan I*, brought twenty deportees from Singapore yesterday. As soon as arrangements can be made they will be forwarded on to China.

There is likely to be a comparatively limited export of Malwa opium to China this year, as very large shipments were made some months ago, says an Indian paper.

Mr. Evelyn David, son of Mr. A. J. David of Hongkong and a nephew of Sir Sassoon David of Bombay, has gone to Shanghai to take charge of the local branch of Messrs. S. J. David & Co.

Six marine store dealers, who were charged before Mr. F. A. Hazeland at the Magistracy yesterday with making false entries in their books, were found guilty, and ordered to pay a fine of \$50 each.

The Public Works coolie and two others, who were charged with the larceny of 1,806 linear feet of pipe railing from different roadsides in Colony, were each sentenced by Mr. Hazeland to six months' imprisonment with hard labour and six hours' stocks.

The Filipino leader Aguinaldo, who gave the United States so much trouble in the early days of the American occupation of the Philippines, has been induced to pay his first official visit to the Acting Governor at Baguio, the health resort of the islands.

One of the largest tobacco manufacturing concerns in the Far East, the El Oriente Cigar Factory of Manila, is threatened with enforced illness through the strike of stickers and box labourers who are demanding an increase of wages. This means that 2,000 hands will be out of employment.

To defray the cost of their new pavilion, the members of the Craignoway Cricket Club intend holding an open air concert at Happy Valley next Saturday night. A capital programme is being arranged; many well-known vocalists having consented to sing. For the accommodation of the public adequate arrangements are being made.

Mr. J. H. Kemp presided over a meeting of Justices of the Peace held at the Magistracy yesterday afternoon, and there were also present, Captain F. J. Baddeley and Mr. C. D. Melbourne. The meeting was called to consider an application from K. Uyetsu for permission to enlarge the premises of the Sei Foo Row by adding the first, second and third floors of house No. 35, Connaught Road Central. There were no police objections, and the application was granted.

"May you not have a brief for another year? That is the best the Court can wish you. Such was the sentiment expressed by the Chief Justice, at the close of the hearing of the case at the Supreme Court yesterday, in bidding farewell to the Hon. Mr. Pollock, K.C., who leaves for home on holiday, to-day. His Lordship added the hope that Mr. Pollock would have a pleasant time during his twelve-months' holiday.

Acting-Inspector O'Sullivan proceeded against the proprietor of the Queen's Hotel, before Mr. J. H. Kemp at the Magistracy yesterday, for allowing a disturbance on his premises calculated to disturb the peace and quietude of the neighbourhood. His Worship bound the defendant over in the sum of \$25 to come up for judgment when called upon, and warned him that he would be severely dealt with if he appeared in Court again on a similar charge.

A coolie, who was charged before Mr. F. A. Hazeland at the Magistracy yesterday with stealing two pieces of clothing from a washing ground at Kowloon-tong, told his Worship that he had been kidnapped and brought to the Colony. He was a stranger to the vicinity, and when passing the washing ground was attacked and beaten without cause. On the evidence his Worship found the charge proved, and sentenced the defendant to six weeks' imprisonment and six hours' stocks.

The services at the Roman Catholic Cathedral for Whitsunday commence at eight o'clock in the morning by the celebration of Pontifical Mass by the Right Rev. Bishop Pozzani. Vespers will be held at five o'clock, at which there will be a benediction of the Holy Sacrament. On Whit Monday His Lordship the Bishop will administer the General Confirmation, followed by a Solemn High Mass. In the evening at five o'clock a Procession of the Virgin Mary will go round the compound.

Another story of the extraordinary impudence of the Chinese thief was told to Mr. F. A. Hazeland at the Magistracy yesterday, when two men were charged with breaking and entering a house in Lander Street and stealing clothing and other articles to the value of \$24. The defendants are alleged to have taken their booty to the house of a Chinese detective, and instructed the houseboy that it was to be left until called for. Before the men called for the stolen property however, they were arrested and yesterday they appeared before the Court. After hearing the evidence his Worship sentenced the first defendant to three months' imprisonment and six hours' stocks, and discharged the second.

About 11.30 p.m. on Saturday last a fire broke out in the three-storied godown of Messrs. C. Bracco and Co., situated at the junction of Szechuen and Sungkiang Roads, Shanghai. There was a good supply of water, and though it was impossible to save the contents of the godown, the firemen were successful in preventing the flames from spreading to the neighbouring premises. The wines and spirits stored in the upper storey of the building were totally destroyed and the groceries and provisions in the second and ground floors suffered considerable damage by fire and water. The contents of the building were insured with the New Zealand Insurance Company for Tls. 60,000.

At the Magistracy yesterday Mr. J. H. Kemp ordered that Yau Kwai, foreman coolie on the Canton Steamers wharf, should receive 85 out of the poor box. This was for gallant conduct in saving life. Some weeks ago he reported that two Chinese women, who were brought here from Canton, jumped into the sea from a steamer by which they were being returned, rather than be returned, to their native land.

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TELEGRAMS.

Protected by the Telegraphic Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

BRUTAL MURDER OF A TAOTAI.

SHAMEEN, May 27.
Taotai Lau Sze Kee was brutally murdered in his house last night.

The deceased, some time ago, was delegated by the Governor of Kwangsi to proceed to the United States for the purpose of inviting the Chinese

settled there to subscribe funds for the promotion of manufacturing industries and agriculture in the province of Kwangsi. The Taotai had only recently returned to Canton, having succeeded in getting over two million dollars subscribed for these schemes.

TRAGIC AFFAIR AT CANTON.

SHAMEEN, May 28th.
H. R. H. Appel, I. M. Customs, was found dead in his room about noon to-day. It is presumed that he committed suicide by shooting himself, there being a bullet wound through the heart.

CRICKET.

ENGLAND v AUSTRALIA.

LONDON, May 27th.
The Test Matches commenced to-day.

Heavy showers of rain fell and the wicket was saturated.

Play started at five o'clock. The Australians won the toss and Cotter and Bardsley were sent out to bat. When stumps were drawn the score stood at 22 for two wickets.

Individual scores were:

A. Cotter	2
W. Bardsley	2
W. W. Armstrong, not out	10
V. Trumper not out... ...	7

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

AN INTERESTING NAVAL RUMOUR.

LONDON, May 28th.
It is reported that Admiral Sir John Fisher, First Sea Lord of the Admiralty, will retire in October, and that he will be succeeded by Admiral Sir Arthur William Moore.

ROOSEVELT'S BAG.

LONDON, May 28th.
Mr. Roosevelt up till the present has secured 86 big head of game,

and 300 small.

JAPANESE VISITORS IN EUROPE.

LONDON, May 28th.
Prince and Princess Kuni, Prince and Princess Nashimoto and Princess Marquis Yamanouchi are at present in Berlin.

BRITISH NERVOUSNESS DEPRECATED.

LONDON, May 28th.
A debate took place in the House of Commons on the motion to adjourn for the Whitsuntide recess. Sir Edward Grey deprecated nervousness regarding European politics. At present there was no question to cause friction between any two powers or between us and any power.

AUSTRALIAN POLITICS.

LONDON, May 28th.
A Melbourne message announces that the Commonwealth Labour Ministry has been defeated by 39 votes to 30, as the outcome of the coalition of opposition parties under the leadership of the Hon. A. Deakin.

ADMIRAL SIR JOHN FISHER UNDER CENSURE.

LONDON, May 28th.

In the House of Commons the Opposition called attention to the publication of confidential letters from naval officers, and alleged that Sir John Fisher, the First Sea Lord of the Admiralty, had been conducting a personal campaign by maintaining a system of espionage in the Navy in order to further his views, thus injuring discipline in the Service.

Mr. McKenna, First Lord of the Admiralty, replying said it was notorious that Admiral Sir John Fisher had many detractors and many enemies. He appealed to the House not to be misled by trumped-up charges based on the letters three years old into censoring a great man who had enjoyed the unreserved confidence of four successive First Lords of the Admiralty.

TRAGIC AFFAIR AT CANTON.

[FROM THE "CHUNG NGOI SAN PO"]

CANTON-MACAO RAILWAY.

PEKING, May 28th.
The Portuguese minister in Peking has demanded that no parallel line should be built by the Chinese Government and that the Chinese Government should not interfere with the laws governing the running of trains.

DESTRUCTIVE FIRE.

PEKING, May 28th.
A great fire broke out to-day in the capital of the province of Shantung. Forty houses were destroyed, and the damage is estimated at several million dollars.

RESCUE IN THE HARBOUR.

Mr. H. S. Egan, who made a heroic rescue during the memorable typhoon of 1906, effected another rescue in the waters of the colony last night. While in the water along with several members of a bathing party at Laichikou, he heard the cry "I'm drowning" come from a man who belonged to another party bathing in the same neighbourhood, the Y.M.C.A. party. At once he set out for the man in distress, and after swimming a distance of about fifty yards reached him as he was going down for the third time. By this time a boat had put off from the shore and into this the rescued man was placed in a more or less unconscious condition. It was learned that the man, Mr. Hinds, who was not able to swim, was learning with the assistance of a buoy. It was his practice to push the buoy a little distance from him and swim towards it. On this occasion apparently, the strong current had carried it further than he could swim, and when he found himself in difficulties Mr. Hinds called out for assistance, which luckily was speedily forthcoming in the person of Mr. Bevan. The other members of the Y.M.C.A. party were quite at hand but they did not hear his cry or realize his danger.

LAWN TENNIS LEAGUE.

The matches which were arranged for last week-end and which could not be played owing to the wet weather will, it is expected, be completed to-day. The fixtures were:
Taikoo v. Chinese Y.M.C.A.
Craignoway v. Schoolmasters.
Y.M.C.A. v. Civil Service.

LITIGATION OVER A CHINESE CURIO.

Mrs. Diana Coway Thornton, widow of the late Mr. Coway Thornton, who was in the British Diplomatic service, is seeking to recover compensation from Messrs. Henning and Hogg, Limited, of Southampton, in respect of what is described as "a valuable and antique ivory carved model of a Chinese junk, or flower-boat." It was entrusted to a firm of furniture stores, but found its way into a railway company's jumble sales, and was picked up at auction for £6. During the sale someone injured the junk by poking his fingers through the fittings work. The purchaser was a dealer named Oddy, who bought it for a few shillings, but would not part with it to the defendants, when he was discovered, for less than £103. The defendants accordingly paid that sum, and sent the junk to the office of the plaintiff's solicitors. The claim was then made for damages.

Mr. J. H. Yoxall, M.P., collector, connoisseur and writer on works of art, said in his opinion the junk was originally of considerable value—£300 to £400. From a collector

THE PEAK TRAMWAY'S 21ST ANNIVERSARY.

A GLANCE AT ITS EARLY HISTORY

To-morrow is the twenty-first anniversary of the opening of the Peak Tramway, and it occurs to us that an outline of its history many prove very interesting reading at a time when an additional line to the Peak is under the consideration of the Government. Both schemes owed their inception to Mr. Findlay Smith.

The building of the Peak tramway takes us back to a time when there were very few houses on the Peak. As Hongkong grew the need of suburban advantages for the European population forced itself increasingly on the public attention. Every resident at some time or other had made an excursion to enjoy the cool, fresh breeze of the mountain tops, and the advantage of residence there, in an atmosphere from eight to ten degrees cooler than in the town below, was recognised, but the cost in time and money of getting up and down precluded the possibility of any considerable development of the Peak as a residential quarter. When Mr. Findlay Smith put forward the idea of a mountain railway the public looked askance at the scheme. While admitting the utility and importance of such a line they doubted its practicability, and when assurances were forthcoming on this point, they still had no confidence in the enterprise over paying its shareholders a fair return on their investment. But Mr. Findlay Smith was not discouraged. Mountain railways existed at the time in Europe and America and he was quite satisfied in his own mind that a mountain railway was a practicability in Hongkong. Nor was he less confident that the line would pay. In the early Eighties he calculated that with no more than from thirty to forty families living at the Peak, the annual expenditure of residents and visitors in reaching the top amounted to figures approaching \$45,000. And taking into account the highly probable augmentation of traffic, which is the invariable experience of railways running to fashionable or popular resorts, the projector felt confident of the success of his scheme. Mr. Findlay Smith had been travelling on several separate occasions in America, as well as part of two winters in Europe, and had taken advantage of these occasions to visit and make himself conversant with nearly every method of railway then in mountain ascent. From the original Clay Street and subsequent schemes in San Francisco to the two or three methods in Scarborough, and so on to the Rigi, Montreux, Lucerne, the Rhine and Mount Vesuvius, Mr. Findlay Smith made a thorough inspection, and returned to this Colony thoroughly convinced that the enterprise would succeed in Hongkong. The project was put in shape by presenting to H. E. the Governor of the Colony the following Petition dated 20th May 1881:

SIR JOHN POPP HENNESSY, K.C.M.G.
Governor of Hongkong, &c., &c., &c.,
In Council.

The Petition of
ALEXANDER FINDLAY SMITH, of Victoria,
Hongkong, (formerly of the Highland
Railway Company, Scotland).

Humble Sheweth:—

1.—That the growing prosperity and increasing population of Hongkong render the introduction of improved means of locomotion within the island a matter of urgent social and commercial importance.

2.—That public requirements in this respect would be most effectually served by the construction of lines of tramway; and that, having regard to the configuration of the island, the nature of its climate, and sanitary and economic considerations, the wire-rope system of the great American railroads presents indubitable advantages.

3.—Your petitioner respectfully approaches Your Excellency in council, praying that your Excellency may be pleased to grant him a concession investing him with powers to construct and work, by means of a public company, or as a private enterprise, a wire-rope railroad, of a gauge of about 3 feet 6 inches, between the following points:—

A.—From a terminus to be fixed at East Point, via Queen's Road, to a terminus to be fixed at West Point.

B.—Along a route, to be determined by special surveys, from Queen's Road, in the vicinity of the Parade Ground, to Victoria Gap, and thence to a point on the southern slope, in the neighbourhood of Aberdeen.

4.—The advantages, especially to the business life of the Colony, of a line of tramway on Queen's Road, need no demonstration. As to scheme B, your petitioner respectfully submits that, if carried out, it would

Fifthly.—Render valuable Crown Lands now unproductive.

Secondly.—Afford important facilities for the moving of troops and material, as well as ready means of access to the Military Sanatorium now about to be constructed. In this connection may be suggested the not altogether conjectural contingency that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to barrack the greater portion of the Garrison on the higher grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the military.

Thirdly.—Open up the coolest and most attractive parts of the island to residents and visitors.

Fourthly.—Add largely and beneficially to the over-crowded residential area of the Colony.

Fifthly.—Establish communication with the outport of Aberdeen, and villages on the southern side.

5.—In the alternative, your petitioner prays that authorization may be conferred on him to carry out either of the schemes above indicated to make surveys, and observation of the Surveyor-General's Department, and to perform all other acts essential to the promotion of the undertaking. And also that, if accorded, the concession for scheme B may be accompanied by a grant of the Crown Land required for the track, for sidings, and for buildings at different points, together with such privileges and easements as Your Excellency shall deem reasonable and requisite. The

fact that proposal B, while indisputably a scheme of great public utility, is attended with exceptional engineering difficulty, and is one regarding which favourable financial results cannot be predicted with certainty, must be your petitioner's apology for bespeaking every consideration in the terms of the concession prayed for.

To this petition an answer was received from the Governor, through the Colonial Secretary, informing the petitioner that by going through the necessary forms of procedure there would be nothing to stop him from obtaining leave to carry out his ideas, provided he could get some member of the Legislative Council to take charge of the requisite bill. What followed is set forth in the following newspaper extract:—

"No sooner, however, had the question been mooted in the Council, and of course in the public papers, than suddenly a rival company sprang into existence, or perhaps it might more properly be said that certain gentlemen in the colony proposed to form themselves into a syndicate to control everything of this kind which appeared to them to have money in it. In June of that year our projector was not a little astonished to receive a letter from Mr. R. J. Alford, who signed himself the Secretary of the 'Hongkong and China Tramway Company,' containing a proposal for 'amalgamation,' and also to make his pet scheme, the tramway to the Peak, a kind of branch of the new Company's larger undertaking.

It was about this time that the Hon. F. Ryrie appears to have joined hands with Mr. A. Findlay Smith, and the third item in the rival proposal was that these gentlemen should become co-promoters of the 'Hongkong and China Tramway Company,' with seats on the Board. These proposals did not appear to meet with a very hearty reception from Messrs. Ryrie and Findlay Smith, who informed the rival Company that the proposals submitted merely indicated an intention to promote the very same object which the latter had been laboriously working at for a long time previous, and that the terms submitted were somewhat too vague and indefinite to warrant them either in withdrawing from their own special undertaking or merging it into that of the new Company. But on the 16th July of the same year a 'Revised Proposal' was drawn out and submitted to Messrs. Ryrie and Findlay Smith to which those two gentlemen finally consented their signatures, and by which they consented to amalgamate their tramway scheme with that of the rival concern. On the 20th of the same month Messrs. Ryrie and Findlay Smith, who appear, in a measure, to have been reluctantly forced to compliance by a stronger body of workers, or supposed workers, were not a little astonished to receive another communication from Mr. Alford, informing them, with regret, that the general body of his promoters had not been able to see their way to ratify the instrument of amalgamation, and thus they were again left to themselves to carry out their own tramway to the Peak undisturbed and unfettered by jealous rivals or other 'syndicates,' although by an arrangement under which power for both the Low Level Tramway scheme, of which Mr. Alford was Secretary, and the High Level Tramway should be obtained under one Bill, and their part (Messrs. Ryrie and Findlay Smith) assigned to them by deed, which was afterwards accomplished."

The action against the owners of the steamer *Holstein* for \$10,000 damages for collision with a junk was continued. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. P. W. Goldring, of Messrs. Goldring, Earlow and Morrell appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Holborrow, of Messrs. Deacon Looker and Deacon, appeared for the defendants.

Heinrich Christiansen, second officer of the *Holstein*, gave his version of the collision. He said that he saw the junk on the port tack and saw her stern light. On going into the wheelhouse he heard the captain signal to the machine room and the engines were stopped. At the same time they put the wheel more than three-fourths hard over. They could not do any more with the hand gear. Meanwhile the junk continued on the port tack with the result that the stem of the steamer struck the junk on the after part. The steamer was crowding to port. The wind was N.E. He thought the speed of the junk was sailing from four to five miles an hour. Their own speed until the engines were stopped was ten to eleven knots.

After further evidence and subsequent argument the hearing was closed, judgment being reserved.

to leave the Colony for a time. The line was completed from St. John's Place to Victoria Gap, a length of 4,690 feet, in the beginning of 1888. The height of the upper above the lower terminus is 1,207 feet. The steepest gradient is 1 in 25 and the steepest 1 in 2.

The line was informally opened on May 28th, 1888, by H.E. Sir William Des Vaux, who congratulated the directors on the successful completion of their important undertaking and expressed himself as highly pleased with the trip. On the following day free trips were offered to the public and large crowds were taken up to the heights, including many European ladies. On May 30th the Peak Tramway was opened for traffic.

The patronage the line enjoyed from the start quickly dispelled illusions as to the likelihood of it proving unremunerative. Within a month the shares of the Company were standing at 250 per cent premium, and they subsequently went up to over 400 per cent premium.

Two years later Messrs. McEwan, Frickel and Co. ceased to be the General Managers, Messrs. John D. Humphreys were appointed to succeed them and have ever since held that office, while Mr. C. B. Buyers has been superintendent of the line from the day of its inauguration.

"Our local Stephenson," as the *Daily Press* of twenty years ago called Mr. Findlay Smith, seeing that the capacity of the present line is now fully taxed, brought forward three years ago a scheme for an additional tramway to the Peak, and obtained the necessary powers from the Government to proceed with the construction of the line. All the rights of the promoter were, however, subsequently acquired by the existing Tramway Company, and plans are now, as our readers are aware, under the consideration of the Government. It is very safe to say that the new line will not be constructed with the modest amount of capital which sufficed to make the existing line.

SUPREME COURT.

Friday, 28th May.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT)
WITH LIEUTENANT BECKWITH, R.N.

A COLLISION CASE.

The action against the owners of the steamship *Holstein* for \$10,000 damages for collision with a junk was continued. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. P. W. Goldring, of Messrs. Goldring, Earlow and Morrell appeared for the plaintiff, and Mr. M. W. Slade, instructed by Mr. Holborrow, of Messrs. Deacon Looker and Deacon, appeared for the defendants.

A party single and partly double line commencing on the South side of the South-West boundary of the War Department ground at its junction with the Garden Road, thence passing in a southerly direction up the hillside to the Victoria Gap, crossing over Kennedy and Plantation Roads by means of bridges, and terminating at the Victoria Gap at a point on the North side of Farm Lot No. 53."

The Bill was in due course passed by the Legislative Council.

A company was started to carry out the low-level scheme. The capital was to be half a million dollars, and the Provisional Committee included at least half a dozen of the best names in Hongkong. The Hon. Mr. W. Keswick was the Chairman and his colleagues on the Committee were the Hon. T. Jackson, the Hon. F. D. Sasseon, Messrs. C. P. Chater, W. Danby, W. H. Forbes, W. K. Hughes, A. B. Johnson, J. A. Moseley and W. Wootten. The committee, however, found the general public apathetic, and the capital was not subscribed within the time allowed by the ordinance to elapse before the commencement of the work. An extension of time was applied for and granted. Renewed efforts to raise the capital were, however, unavailing, and it remained for a London syndicate to construct the low-level tramway some twenty years later.

But the high-level scheme escaped that fate. The privileges belonging to this scheme were assigned by the promoters of the Tramways Ordinance of 1883 (Messrs. F. B. Johnson, T. Jackson, W. K. Hughes and Ng Choy) to the Hon. Mr. Phineas Ryrie and Mr. A. Findlay Smith, and Government consenting to this assignment granted the assignees an extension of twelve months for the substantial commencement of the construction of the line. In due course a company was formed with a capital of \$125,000 in 1,250 shares of \$100 each, the Consulting Committee consisting of the Hon. Mr. Phineas Ryrie, Messrs. A. McIver, J. B. Coughtrie and A. Findlay Smith, and the General Managers, Messrs. McEwan, Frickel and Co. The shares were subscribed and a survey was at once made by Mr. J. F. Boulton, M.I.C.E., and the actual work of construction was begun on the 20th September, 1885. Mr. Boulton acted as resident engineer until failing health compelled him

to leave the Colony for a time. The line was completed from St. John's Place to Victoria Gap, a length of 4,690 feet, in the beginning of 1888. The height of the upper above the lower terminus is 1,207 feet. The steepest gradient is 1 in 25 and the steepest 1 in 2.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C. 6th Ed. Lieber's. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

E. S. R.

NOTICE.

IT IS HEREBY NOTIFIED that the portion of the QUEEN'S RECREATION GROUND, known as the POLO GROUND, will be CLOSED for repairs from the 1st June until the 31st July inclusive.

P. N. H. JONES,
Director of Public Works.
Public Works Department.
Hongkong, 28th May, 1909. [802]

THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World.

[563]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNERS.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"KAWACHI MARU," having arrived from the above Port, Consignees of cargo are hereby informed that their Goods, now being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 3rd June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 27th May, 1909. [603]

FROM EUROPE.

THE H.A.L. Steamship

"ISTRIA" Captain Rohde, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-Day.

Any cargo impeding her discharge will be landed at consigned risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 3rd June, at 3 p.m.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th May, 1909. [804]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.
Leading Articles:

Empire Day.
China and Steam Navigation.
Compulsory Military Service.
The Hongkong University Project.
The Railway Zone at Harbin.

Railway Reflections.
Hongkong News.
Hongkong Legislative Council.

The Peak Tramway Bill.
Sanitary Board.

Successful Weather Forecasts.

Empire Day Celebrations.
Hongkong University—Manifestations.

Canton News.
Plague in North China.

Supreme Court.
Death and Funeral of Mr. R. D. Watt.

Shipping Notes.

The International Institute at Shanghai.

Far Eastern Telegrams.

Interport Cricket.

A Night in High Society.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 29th May, 1909. [649]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING of the Season will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 29th instant, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

GORDON MACKIE,
Hon. Secretary and Treasurer.

Hongkong, 28th May, 1909. [793]

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 31st instant, WHIT MONDAY.

Hongkong, 27th May, 1909. [786]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 28th May, 1909. [791]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 31st inst.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 28th May, 1909. [792]

NOTICE.

M. R. J. F. ECA DA SILVA is no longer connected with our Canton Branch, and the authority given him to sign our firm pending prosecution there has been withdrawn.

CRUZ, BASTO & CO.

Hongkong, 25th May, 1909. [780]

NOTICE.

THE MANAGER of KENNEDY'S STABLE beg to inform the residents of KOWLOON and district that provided sufficient support be forthcoming he will be prepared to establish a SHOEING FORGE at KOWLOON where Horses and Ponies can be shod by experienced Shanghai farriers on stated days to be arranged later.

Inasmuch as expense will be incurred in hiring suitable premises and in fitting up the forge the Manager hopes that the Scheme will have general support.

Those desirous of availing themselves of the above are requested to send in their names and number of Horses and Ponies to the Under-signed.

G. W. GEGG,
Manager,
Kennedy's Stables.

Hongkong, 5th May, 1909. [705]

NOTICE.

FIRST CLASS SCHOOL for the Daughters of Gentlemen (Boarders only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken. Reasonable fees. Particulars apply—M. C. Care of PATON'S, 143, Cannon St., London, E.C., England. [736]

MONEY TO LEND.

\$150,000 to invest on Mortgage. Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to "X." Care of "Daily Press" Office.

Hongkong, 20th May, 1909. [537]

F. R. SAL.

FOR SALE.

A MAGAZINE HAND CAMERA to carry one dozen Plates 5 by 4. Good Lens and Easy Adjustment.

Apply to VELOX,

Care of "Daily Press" Office.

Hongkong, 6th May, 1909. [710]

FOR SALE.

N. 3. POLICE LAUNCH, built of Teakwood and Yacca, 1903. Length B.P. 70 feet, Breadth 13 feet, Depth 8 feet.

Engines, Compound Surface Condensing with Cylinders 9" and 8" diam. by 12" stroke.

Boiler, Cylindrical Multitubular, return tube type, 7 feet diam. by 8 feet long by 125 lbs. W.P. Accommodation for 2 Europeans forward and 13 natives aft.

Launch to be sold complete with all Appurtenances, including Dinghy, Anchors, Chocks, &c.

Offers should be sent to the CAPTAIN SUPERINTENDENT OF POLICE.

Hongkong, 26th May, 1909. [781]

FOR SALE.

ELECTRIC PLANT

Consisting of—

TWO 125 Kilowatt STEAM ALTER-NATOR SETS Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 203 revolutions per minute, by Messrs. ROBERT & CO., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

ALSO ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY.

For further particulars apply—

HONGKONG ELECTRIC CO., LTD.

St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 1st May, 1909. [553]

PUBLIC COMPANIES

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, THIS DAY (SATURDAY), the 29th day of May, 1909, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th May, to the 2nd June next, both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 29th May, 1909. [747]

TO LET.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ANNUAL GENERAL MEETING of SHAREHOLDERS of the Company (since its Registration) will be held at the Office of the Company in Alexandra Buildings, THIS DAY (SATURDAY), the 29th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1908.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 23rd instant, to TUESDAY, the 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 29th May, 1909. [763]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servant Quarters. Unfurnished.

Apply to—

KARO of the Yokohama Specie Bank, Ltd.

Hongkong, 28th May, 1909. [795]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1909. [393]

TO LET.

NOS. 2 & 3, BEACONFIELD ARCADE, facing the Parade Ground.

N. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in Shelley Street.

THE BYRNE, No. 13, Peak. Unfurnished

AUCTION
PUBLIC AUCTION.

THE Undersigned have received instructions from Sir FRANCIS PIGGOTT, Kt., to Sell by Public Auction,

TO-DAY (SATURDAY),
the 29th May, 1909, at 2.30 p.m., within his Residence, The "EVIE," No. 13, The Peak,
(On expiry of Lease)

THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—

TEAKWOOD STAND with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, POWELL'S BEST WAVY GLASSWARE, DINING WAGGON, KOREAN BRASSWARE, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, WARING and GILLOWS' BRASS-MOUNTED BEDSTEADS with WIPE and HAIR MATTRESSES, JAPANESE CHEST-OF-DRAWERS, TIENSIN CARPET (new), TIENSIN RUGS, CARD TABLE, &c., &c.

Also ONE COTTAGE PIANO by The Robinson Piano Co.

AND A FEW GOOD LAW BOOKS.

Catalogues will be issued.
On View To-day (Friday) the 28th May.

TERMS.—As Usual
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th May, 1909. [76]

JOINT STOCK SHARES.

Mearns, Vernon and Smyth in their weekly share report, dated May 28th, state:—The condition of the market remains unchanged and the almost general demand for stocks fails to meet with anything but a very small response, holders still electing to hang on for higher rates. Investors on the other hand appear to be reaching the limit of their capacity to meet any further advance in rates, and a further curtailment of business seems imminent in the near future. Exchange on closes at 1/9^{1/2} and on Shanghai at 7/8, both 1/1.

BANKS.—Hongkong and Shanghai. In the absence of any further rise in the London rate in sympathy with the rise of the China rate, shares have ruled rather weaker, notwithstanding the slight fall in sterling exchange, and sales have been effected at 975. The market however closes a strong one and a further demand at 975 meeting with no response buyers prevail at 980. The latest Shanghai quotation is \$1000 @ 6x73. National call for remarks.

MARINE INSURANCES.—With the exception of a small sale of Canton at 1971 we have no business not changed to report under this heading.

Fire INSURANCES.—Hongkong have been placed at 345, and China have improved to 11 with buyers.

SHIPPING.—Hongkong, Canton and Macao has ruled firm and a demand at 313 meeting with no response the market closes with buyers at 32. Indos have been enquired for during the week at 73/74 for the combined issue; the marked however is a very restricted one and little business has resulted. The latest London rate is £7 for the combined shares, and Shanghai closing rate is 53. Star Ferries have continued in demand, and the rate has improved to 27 (old) and 16 (new) with buyers and no business to report. Shells have advanced to 60/9 with buyers, while the last London quotation is 61/9.

REFINERIES.—China Sugars have ruled rather quiet and after further small sales at 145 close with some small sellers at that rate, Luzons remain neglected. Ports have improved in the North to 260 after touching 257.

MINING.—Rands after some small sales in the early part of the week at 92 have ruled weaker and sales were effected at 93 and 9, the market closing with buyers at 92 and sellers at 9. Chinese Engineering are enquired for in the North at Tis. 173/18, but shares are scarce and we have heard of no business. Charbonnages remain unchanged.

Docks, WHARVES & GODOWNS.—Hongkong and Whampoa Docks with an unsatisfied demand at 62 have improved to 68 with buyers after sales at 65, 67, 68, and reported 70. At time of closing some shares are obtainable at 69, and probably at 68. Kowloon Wharves continue in demand and the rate has risen to 59 with buyers after sales at 59 and 58. Shares are scarce and holders inclined to hang on for a higher rate, at 69 however some fair number of shares are available. Shanghai Docks have improved in the North to 255 with buyers. Hongkong Wharves after falling to 150 close firm at 164.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands continue in good demand and after further sales at 105 are now in request at 107, to 103. At the latter rate a sale is reported. West Points are enquired for at 44/45 but no shares appear to be available except at an advance, which investors do not seem inclined to meet. Humphreys have improved to 94 with buyers and only a small sale to report. Hotels continue with sellers and with no business to report.

COTTON MILLS.—We have no business to report under this heading. The closing rates are Elos, 122 sellers (by wire); Internationals 89, Lou Kung Mows 110 sellers, and Soy Chies 40. Hongkong Cottons remain at 82 without business.

MISCELLANEOUS.—China Borrows have been placed at 124 and 13, China Providents at 94, closing with buyers. Green Islands at 320, and China Lights at 6 to 73, closing with buyers at 7. It is reported that the Canton business and Good Will of this concern has been sold to the Chinese for \$1,250,000, an amount equal to the paid up capital and the Debenture issue of the Company. This leaves the Company with the Kowloon business free. Powells have been placed at the improved rate of 4. We have nothing further to report under this heading.

CHURCH SERVICES.

St. JOHN'S CATHEDRAL, Hongkong. Whit Sunday, 3rd May. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Festival; Vespere, Goodson; Psalms Special; Te Deum, Laws, Cooke, Ho King; Benedictus, Garrett, Poly Communion (12 noon). Kyrie, Hiles in G; Hymns, 209, 236 and 165. Evensong (5.45 p.m.) (Full Choir) Responses, Festival; Psalms Special; Magnificat and Nunc Dimittis, Walmisley in B minor; Anthem, "Come Holy Ghost" —Atwood; Hymns, 215 and 156; Sove feld Amen, N.B.; Psalm 104 (at even), Verses 1, 2, 7, 20, 21, 24, 31, 32 and 35 in unison; Psalm 145 (Cooke), Verses 1, 2, 9, 10 and 21 in unison. Preacher: The Bishop of Victoria.

St. Peter's Church, Queen's Road, West.—Whitsunday, Morning Prayer 7.30 a.m.; Psalms, Cooke, &c.; Te Deum, Oakley; Hymns, 188, 214, 216 and 221; Kyrie, a brief; Holy Communion 12.15. Evening Prayer 6.30 Preacher: Rev. A. P. Crofton, B.A., Magdalen, Robinson; Nunc Dimittis, Dupuis; Hymns, 17, 45, 221 and 16; Kyrie, Atho; Holy Communion 7.45 p.m. Preacher: Dr. Calvert.

The Church launch Day-spring, will call ships carrying white crews to bring friends ashore to the services between 9.15 a.m. and 10.30 a.m. and between 6.15 and 6 p.m. (Kowloon Police Pier 10.30 a.m. and 6 p.m.) returning afterwards. All the sailing are free and unappropriated. Visitors welcome. Books to provide.

Sunday School 10.45 a.m.

Wesleyan Methodist CHURCH, Wan-chai.—Sunday Service, 10.15 a.m. Preacher: Capt. A. Baker. 6.15 p.m.—Special Sunday School Service.

Address to scholars and friends by Rev. T. W. Schools, M.A., Distribution of Prizes. Sailors' and Soldiers' Home, Arsenal Street. Sunday 8.00 p.m. P. S. A. Address by Mr. Barlett 8.0 p.m. Dr. St. John's Hospital, conducted by Mr. Shepherd. Monday 8.00 p.m. Fellowship Meeting. Wednesday 8.00 p.m. Temperance Meeting. Saturday 8.00 p.m. Prayer Meeting.

St. ANDREW'S CHURCH, Kowloon.—Whit Sunday, 3rd May 1909. Morning Service at 11 a.m. and Holy Communion at noon by the Rev. A. D. Stewart. Ev.ning Service at 6 p.m. by the Rev. W. H. Howitt. Services on Sundays are—Holy Communion on 1st, 3rd and 5th Sundays of the month at noon. Holy Communion on 2nd and 4th Sundays at 8 a.m. Morning Prayer at 6 p.m. Evening Prayer at 6 p.m.

UNION CHURCH, Kennedy Road, Minister: Rev. C. H. Hickling. 11 a.m. Memorial Service for the late Mr. Pearce. Hymns 144, 432, 311 and 222. Anthem, "Whence these?" (F. St. John) 12 noon. Communion. Hymn 124, 6 p.m. Wednesday, Hymns 134, 132, 142 and 137. Friday 8 p.m. Christian Endeavour Society. Subject: Temperance.

St. JOSEPH'S CHURCH, Garden Road (Roman Catholic). Mass, Benediction and Sermon in English, at 10 a.m.

A was-anted cure for all diseases arising from the action of the Liver or Kidneys. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Druggists throughout the world.

CLARKES
B. 41.
PILLS.

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Diseases of the Liver and Kidneys. Martin's Pills are the best to clean the Liver and Kidneys. They are easily digestible. Those who are weak and feeble should take them throughout the world. Post free to all.

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SHIPPING.

ARRIVALS.

BANFI MARU, Japanese str., 2,368, J. Yamada, 27th May—Moji 22nd May, Coal—Mitsui Busan Kaisha.
 HAMMUS, British str., 636, J. W. Evans, 23rd May—Swatow 27th May, General—Duglas Lepreak & Co.
 GOWANT, British str., 1,662, Kinghorn, 23rd May—Singapore 22nd May, General—Chinese.
 ISTRIA, German str., 2,668, H. Röde, 23rd May—Singapore 22nd May, General and Iron-Hamburg-American Lines.
 KATONG, British str., 937, C. Lindbergh, 23rd May—Cebu and Iloilo 24th May, General—Butterfield & Swire.
 KOWLOON, German str., 1,437, A. Enick, 27th May—Wuhu 22nd May, Rice—Siemsen & Co.
 MACHEW, German str., 996, R. T. Füller, 28th May—Mangkuk 20th and Swatow 27th May—Norfolk-Duchess Lloyd.
 OCEANA, British str., 3,507, T. H. Hide, E.N.E., 23rd May—Shanghai 25th May, General—P. & O. N. Co.
 SHIMOTORO MARU, Japanese str., 3,376, S. Atsumi, 27th May—Mikko 22nd May, Coal—Osaka Shosen Kaisha.
 TEAN, British str., 1,346, A. W. Outerbridge, 28th May—Mauli 25th May, General—Butterfield & Swire.
 TRIUMPH, German str., 769, J. C. Hanson, 28th May—Hai-phoung and Ho-ho 26th May, General and Plugs—Jensen & Co.
 VICTORIA, Swedish str., 939, Thos. Eckel, 27th May—Ho-ho 26th May, Rice—Wallon, & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 23rd May.
 Cheshire, British str., for Shanghai.
 Cheshire, British str., for Canton.
 Hull's, British str., for Swatow.
 Kowloon, Japanese str., for Kobe.
 Kowloon, German str., for Bangkok.
 Kowloon, German str., for Bangkok.
 Oneida, British str., for Europe.
 Onusur, British str., for Tacoma.
 Opach, British str., for Singapore.

DEPARTURES.

23rd May.
 ALDENHAM, British str., for Australian Ports.
 BENNOHR, British str., for Nagasaki.
 DERWENT, British str., for Saigon.
 DRYAWONSE, German str., for Swatow.
 HAYANO, British str., for Swatow.
 RUTHERGLEN, British str., for Batavia.
 TELEMACUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. *Kaifong* reports: Moderate fresh variable winds and sea.
 The British str. *Hongwei I* reports: Fine weather to Parcels, 27th strong N.E. wind, fog and rain, fine weather for remainder of passage.

The British str. *Tean* reports: Light variable winds and smooth sea until off Bush Straits, thence fresh N.Easterly winds confused sea moderating towards arrival.

VESSELS IN DOCK.

May 28th.
 ABERDEEN DOCK.—
 KOWLOON DOCK.—*Ictin*, Onsan, Sumatra, Loyal, Halward.
 COSMOPOLITAN DOCK.—Asia.

TAIKO DOCK—Maple Leaf, Chenan, Helio-polis, Kohsichang.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR."
 Captain A. Stewart will be despatched for the above ports TO-DAY, the 29th inst., at NOON.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
 (Occupying 24 Days).

Steamer leaves about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.
 Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
 Fare for round trip \$120.

For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 21st May, 1909. [768]

"SHIRE" LINE OF STEAMERS LTD.

FOR SHANGHAI NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"SEGURA."
 Captain Hayes will be despatched as above on or about the 8th June.

The attention of passengers is drawn to the excellent accommodation provided by this vessel. She is fitted throughout with Electric Light and carries a doctor and stewardess.

For Freight or Passage, apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 26th May, 1909. [784]

"SHIRE" LINE OF STEAMERS LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE."
 Captain W. Barrett, will be despatched as above on or about the 12th June.

For Freight or Passage apply to—
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [756]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR

NEW YORK.

S.S. "PATHAN" ... On 22nd June.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 28th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	OCEANA ...	Brit. str.	—	T. H. Hide, E.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	BOMALI ...	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 2nd June.
ANTWERP, ROTTERDAM & HAMBURG &c.	SIRHONIA ...	Ger. str.	k.w.	Bremner	HAMBURG-AMERIKA LINIE	On 8th July.
BREMEN HAMBURG & ROTTERDAM &c.	SURVIA ...	Ger. str.	k.w.	Salmer	HAMBURG-AMERIKA LINIE	On 11th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA ...	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 17th June.
BARRE & HAMBURG VIA STRAITS, &c.	ISTRIA ...	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 18th July.
MARSEILLES, HAVRE & C. PENHAGEN, &c.	CANTON ...	Fr. str.	—	—	MELCHERS & CO.	About 2nd June.
MARSEILLES, &c. VIA PORTS OF CALL	POLESIEN ...	Fr. str.	—	Groen	MESSAGERIES MARITIMES	On 8th June, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASI MARU ...	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 9th June, at D'light
MARSEILLES, LONDON & ANTWERP	DENBIGHSHIRE ...	Brit. str.	—	W. Barrett	ADRIEN MATHESON & CO. LTD.	On 12th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SADO MARU ...	Jap. str.	k.w.	Geo. Anderson	NIPPON YUSEN KAISHA	On 23rd June, at D'light
MARSEILLES, BREMEN "AMBURG" &c.	SCANDIA ...	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 1st July.
SILVIA ...	Jap. str.	k.w.	F. Forzani	—	—	On 2nd July.
MARSEILLES, LONDON & ANTWERP	KITANO MARU ...	Jap. str.	k.w.	F. F. Cope	NIPPON YUSEN KAISHA	About 2nd June.
HONGKONG MARU ...	Jap. str.	k.w.	E. Malchow	TOYO KISEN KAISHA	On 1st June, at Noon.	
P. E. FRIEDRICH ...	Jap. str.	k.w.	Mohr	MELCHERS & CO.	On 2nd June, at Noon.	
WOGLINDE ...	Jap. str.	—	—	CARLOWITZ & CO.	About 7th June.	
PATHAN ...	Jap. str.	—	—	DODWELL & CO., LTD.	On 22nd June.	
INDRANI ...	Jap. str.	—	—	DODWELL & CO., LTD.	On 16th June.	
EMPEROR OF JAPAN ...	2 m.	—	—	CANADIAN PACIFIC E. CO.	On 12th June, at 8 P.M.	
MONTEAGLE ...	1 m.	—	—	CANADIAN PACIFIC E. CO.	On 14th June, at Noon.	
SUVERIC ...	Jap. str.	—	W. Shotton	DODWELL & CO., LTD.	On 23rd June, at 4 P.M.	
TOSA MARU ...	Jap. str.	—	T. Harrison	—	On 15th June, at Noon.	
SHUNANO MARU ...	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 15th June, at 4 P.M.	
NIKKO MARU ...	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 16th June, at 10 A.M.	
CHANGSHA ...	Jap. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 9th July, at Noon.	
PEINZ WALDEMAR ...	Jap. str.	—	F. Isaki	MELCHERS & CO.	About 29th inst.	
KUMANO MARU ...	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 4th June, at 4 P.M.	
PEINZ WALDEMAR ...	Jap. str.	—	W. J. Davies	JARDINE, MATHESON & CO. LTD.	On 8th June, at 4 P.M.	
HUNGSHAN ...	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 9th June, at Noon.	
SHANGHAI MARO ...	Jap. str.	—	M. Matheson	NIPPON YUSEN KAISHA	On 9th June, at Noon.	
SHANGHAI MARO ...	Jap. str.	—	P. & O. S. N. Co.	—	On 22nd June, at 4 P.M.	
SHANGHAI MARO ...	Jap. str.	—	E. Forsth	BUTTERFIELD & SWIRE	On 15th June, at 4 P.M.	
SHANGHAI MARO ...	Jap. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & CO. LTD.	On 1st June, at 4 P.M.	
SHANGHAI MARO ...	Jap. str.	—	A. Stewart	DAVID SASSOON & CO., LTD.	On 1st June, at Noon.	
SHANGHAI MARO ...	Jap. str.	—	Luning	HAMBURG-AMERIKA LINIE	To-day.	
CHOTIANG ...	Jap. str.	—	Sandbeck	BUTTERFIELD & SWIRE	To-morrow, at Daylight	
CHOTIANG ...	Jap. str.	—	T. Suriga	JARDINE, MATHESON & CO. LTD.	On 1st June, at Noon.	
COLOMBO MARU ...	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 1st June, at 10 A.M.	
P. R. LUITPOLD ...	Jap. str.	—	H. Kirchner	MELCHERS & CO.	On 3rd June.	
SIMLA ...	Jap. str.	—	C. D. Goldsmith, E.N.E.	P. & O. S. N. Co.	About 3rd June.	
CHINHUA ...	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	On 4th June.	
LINAN ...	Jap. str.	—	Lancelin	JARDINE, MATHESON & CO. LTD.	On 7th June, at Noon.	
FOOKSANG ...	Jap. str.	—	Hayes	MESSAGERIES MARITIMES	About 8th June.	
TOURANE ...	Jap. str.	—	Schwinghamer	JARDINE, MATHESON & CO. LTD.	On 9th June.	
SHIGURO ...	Jap. str.	—	W. Hayward	HAMBURG-AMERIKA LINIE	About 10th June.	
BRASILLA ...	Jap. str.	—	Frazier	BUTTERFIELD & SWIRE	On 10th June, at 4 P.M.	
DEVANHA ...	Jap. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINIE	Middle of June.	
YINGHOW ...	Jap. str.	—	H. A. Wall	BUTTERFIELD & SWIRE	Quick despatch.	
SHANGHAI ...	Jap. str.	—	J. W. Evans	OBRA SHOEN KAISHA	To-morrow, at 10 A.M.	
SHANGHAI ...	Jap. str.	—	Passmore	DOUGLAS LAPRAK & CO.	To-morrow, at 10 A.M.	
SHANGHAI ...	Jap. str.	—	J. S. Reach	DOUGLAS LAPRAK & CO.	On 1st June, at 1 P.M.	
SHANGHAI ...	Jap. str.	—	P. H. Rolfe	SHEWAN, TOMES & CO.	On 4th June, at 1 P.M.	
MANILA ...	Jap. str.	—	R. Hodder	SHEWAN, TOMES & CO.	On 5th June, at Noon.	
MANILA ...	Jap. str.	—	A. W. Mathias	BUTTERFIELD & SWIRE	On 1st June, at 8 P.M.	
MANILA ...	Jap. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 1st June, at 8 P.M.	
CEBU & ILOILO ...	Jap. str.	—	F. Semill	MELCHERS & CO.	Beginning of June.	
KUDAT & SANDAKAN ...	Jap. str.	—	J. C. Richards	NIPPON YUSEN KAISHA	On 3rd June.	
BOMBAY VIA SINGAPORE & COLOMBO ...	MOYORI MARU ...	Jap. str.	Rose Core	JARDINE, MATHESON & CO. LTD.	On 1st June, at Noon.	
SINGAPORE, PENANG & CALCUTTA ...	KUTTSANG ...	Jap. str.	Bradley	JARDINE, MATHESON & CO. LTD.	On 15th June, at Noon.	
BATAVIA, CHERIBON, SAMARANG, &c.	TJBODAS ...	Jap. str.	Zwart	JAVA-CHINA-JAPAN LINIE	Quick despatch.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

YOKOHAMA & KOBE ... "PRINZ WALDEMAR" { About Saturday, 29th May.

KUDAT & SANDAKAN ... "BORNEO" { Beginning of June.

NAPLES

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Monday, the 31st instant, being Public Holiday, the Post Office will be open for one hour only, i.e. from 8 till 9 a.m. There will be one delivery and a collection of letters as on Sunday. The Money Order Office will be entirely closed.

The Public are informed that mails to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday evenings and Saturday evenings. No supplementary mails will be forwarded.

Approximate times of closing mails at Shanghai via Dalmatia and Siberia. 3rd June ... at 8.00 a.m.

The Mongolian with the American mail is due to arrive here on Wednesday, the 2nd June.

FOR

FROM

DATE

Saigon	Omaha	Saturday, 29th, 8.00 A.M.
Manila	Balti	Saturday, 29th, 10.00 A.M.
Hankow	Victoria	Saturday, 29th, 10.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Australia-Spoon	Saturday, 29th, 10.00 A.M.
Europe &c, India via Tadzhikistan	Printed Matter and Sam-	10.45 A.M.
(Late Letters 11.00 to Noon Extra Postage 10 cents)	ples	Registration, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Credit, 4 months sight	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Documentary Bills, 3 months sight	

Tourane	Triumph	Saturday, 29th, 1.00 P.M.
Shanghai and Yokohama	Cardiganshire	Saturday, 29th, 1.15 P.M.
Ma-jo	Sui Tai	Saturday, 29th, 2.00 P.M.
Moj	Banri Maru	Saturday, 29th, 3.00 P.M.
Amoy and Shanghai	Kialing	Saturday, 29th, 4.00 P.M.
Saigon	Scandia	Saturday, 29th, 5.00 P.M.
Stamboal, Kobe and Yokohama	Istr'a	Saturday, 29th, 5.00 P.M.
Shanghai, Kobe and Yokohama	Mathilda	Saturday, 29th, 6.00 P.M.
Holbow and Haiphong	Helkopolis	Saturday, 29th, 6.00 P.M.
Durban	Atkins	Sunday, 30th, 9.00 A.M.

SHANGHAI	SIBERIAN MAIL TO EUROPE	
Swatow	Perkins	
Takao, Tamsui and Wakanukou	Carsten Jebsen	
Swatow, Singapore and Bangkok	Piranang	
Swatow, Amoy and Tamsui	Daiyan Maru	
Tsinling and Chemupu	Quinta	
Macao	Sus Tai	

Singapore and Sourabaya	Ongang	Tuesday, 1st, 11.00 A.M.
Weihaiwei, Chefoo and Tientsin	Chengchung	Tuesday, 1st, 11.00 A.M.
Shanghai	Choyang	Tuesday, 1st, 11.00 A.M.
Moj, Kobe, Yokohama, Honolulu, Man-	Hongkong Maru	Tuesday, 1st, 11.00 A.M.
amano, Salina Cruz, Callao, Iquique,		
Vallparaiso and Coronel	Haiching	Tuesday, 1st, NOON.
Swatow, Amoy and Foochow	Kohsichang	Tuesday, 1st, 1.00 P.M.
Bangkok	Kaifong	Tuesday, 1st, 1.15 P.M.
Macao	Huicou	Tuesday, 1st, 2.00 P.M.
Weihaiwei, Chefoo and Tientsin	Chihli	Tuesday, 1st, 3.00 P.M.
China and Indo	Looosok	Tuesday, 1st, 4.00 P.M.
Holbow, Singapore and Bangkok	Kutono Maru	Tuesday, 1st, 5.00 P.M.
Singapore, Penang, and Colombo		

Europe &c, India via Tadzhikistan	Printed Matter and Sam-	10.45 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Registration, 10.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Credit, 4 months sight	(Registration, with late fee of 10 cents, up to 10.45 A.M.)
	Documentary Bills, 3 months sight	
	No late fee.	
	Letters	11.00 A.M.
	Wednesday, 2nd, 1.15 P.M.	

Macao	Sui Tai	Thursday, 3rd, 11.00 A.M.
Macassar	Chinhau	Thursday, 3rd, 1.15 P.M.
Shanghai		Thursday, 3rd, 3.00 P.M.
		Friday, 4th, 4.00 P.M.
		Friday, 4th, 5.00 P.M.
		Friday, 4th, 6.00 P.M.
		Wednesday, 2nd, 11.00 A.M.

Europe &c, India via Tadzhikistan	Printed Matter and Sam-	10.45 A.M.
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	Wednesday, 2nd, 1.15 P.M.	

Macao	Sui Tai	Thursday, 3rd, 11.00 A.M.

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EARLY CHINESE HISTORY. INTERESTING LECTURE.

Under the auspices of the China Society in London a most interesting lecture was recently delivered by Colonel Conder R.E., M.R.A.S. on "The relation of the Early Chinese to the Turanians of West Asia." General Sir Charles Warren presided and at the conclusion of the lecture made an interesting speech.

COLONEL CONDER said:—I feel some diffidence in addressing the China Society this evening, for I have never myself penetrated so far east as to reach China. As Sir Charles Warren in his kind remarks has said, the main branch of ancient history with which I have been connected is concerned with the Far West, with Syria and Babylon. But I have no doubt that the subject it is proposed to consider this evening will be of interest to the China Society. As you will see from the card, it is concerned with "The Relation of the Early Chinese to the Turanians of West Asia" with the connection between the early Turanian, or non-Semitic races of West Asia, and the early Chinese. But not only, I think, is this subject interesting to your Society, but it is part of a greater subject, the subject of the gradual diffusion of civilisation from one or two ancient centres, interesting to various scholars who are more and more coming to that conclusion. Of course there are others who believe that the same causes led to the same results in different parts of the world, and that similar inventions were independently made by different men in different lands. To me that suggestion is not altogether satisfactory. It has been stated with regard to other nations, in Greece, and Egypt, and America; but in all these cases I think that scholars are more and more coming to the conclusion that there was a single centre: that the great civilisation of Greece, wonderfully developed though it was by the Greeks themselves, was originally Asiatic and ultimately Babylonian; that knowledge and art came to them through the civilised tribes of Asia Minor; that the Egyptians themselves owed much of their knowledge in early times to the same Babylonian centre, and that even in America where we find the sporadic civilisations of Mexico and Peru, these came much later from East Asia through China, Japan, and Siam. And when we compare either modern or ancient civilisations, it seems to me that the peculiarities mark the local development, and the things that are common to two countries indicate the common origin of their civilisations. No doubt the man who first introduced a new discovery or a new invention to a country was in one sense its inventor, and as time went on and the national patriotism disclaimed a great nation to think that it owed anything to some smaller nation in the past, he became traditionally the inventor of whatever great idea was attributable to him. In the same way at the present day we see the whole of the world covered with steam machinery used for every purpose we can imagine, for sea and land transport, mills, railways and telegraphs, all founded on the simple ideas of the piston, and cylinder, and valves. But we do not doubt that all these variations spread over the world originated in the one discovery by an Englishman. And again, if we go back to the very earliest times—take one of the greatest inventions in the world, the alphabet—we find the same story. The world is covered with innumerable alphabets so unlike one another that nothing but the most laborious and detailed examination of their growth would lead us to conclude that they had one origin; and yet we know that they had; and every sound scholar of the subject admits that they grew out of the original Phoenician alphabet. Thus it appears that the idea of the diffusion of an original civilisation over the face of Asia, which has gradually developed into various peculiar systems which apparently, at first sight, have little or no connection with one another, is quite a legitimate hypothesis in the case of the Chinese civilisation. Of course we have the traditional story in China which I believe, is to be found in Yih-King (the first of the five Classics) and according to which at some date about 2900 B.C. Pao-Hi invented nets for fishing and hunting, and a century later Shin-Nung—excuse my pronunciation of the words as I am not a Chinese scholar—Invented the wooden plough and agricultural implements of various kinds; and barter which began in his time. And from 2700 to 2500 B.C. under Hwang-ti, Tao, and Shun, there came the invention of weaving, and of clothes; boats were hollowed out of trees, and ox carts and horse chariots came into use, and there were forts, and bows and arrows; houses began to be built instead of cave-dwellings, and burial mounds were raised; and writing began to be used for agreements, instead of knotted cords which were the only form in earlier times of mnemonics, and which resembled the curious quipus used by the Peruvians at a later period. We cannot say that these various inventions may not have come from abroad. These horse chariots, and ox wagons, for instance, were in use very early use amongst the people of Babylon, and amongst the wild Aryans of the steppes of Southern Russia, and we cannot say on account of this tradition, considering how like these inventions were to those in other parts of the world—that they were necessarily the peculiar invention of the Chinese.

Coming down to 2500 B.C. we reach the time when the Bak tribes, supposed to have been Bactrians, came into China from the west and reached the Yellow River. At one time I was in hopes that some direct information with regard to these Bak tribes would be derivable from various inscriptions, found near the Yenisei River, which it was suggested to me belonged to the time when they were spreading over Mongolia and Southern Siberia before they got to China; and with some difficulty I got hold of copies of these inscriptions, which were known as early as 1022, but unfortunately they have nothing to do with the subject. Evidently they are written in the Uigur alphabet which was used at a much later time by Turkish tribes as they spread over Central Asia, and they had nothing to do with any of the ancient Chinese hieroglyphics. Thus we are left with comparatively very little information as to these Bak tribes.

Now we will turn for a little to the west and consider what was the contemporary civilisation of these early times, say 3000 B.C. to 2000 B.C. At that time there is no doubt that Babylonians or Mesopotamians—that is, the great plain between the Tigris and the Euphrates—was in a very high state of civilisation. There were two races in the country. There was what we call the Semitic race to which the Babylonians proper and Assyrians belonged, akin to the Syrians and Hebrews and Arabs, a group of races who spoke cognate languages in the south-west of Asia; but they were not the originators of Mesopotamian civilisation. It is well known that the Akkadian originators of civilisation in Mesopotamia belonged to a Turanian or Mongoloid race, as it is variously called, or an Altaic race as others call it. I mean people who spoke a language different in character from that of the Semitic peoples, and who belonged to that great stock which spread all over Asia, and to which the Chinese are acknowledged to belong

as one of the great families, but who were more nearly akin to the Turks and Tartars of Central Asia. These ancient Mesopotamians were the original inventors of the civilisation which the Semitic Babylonians afterwards adopted. If we go back to the celebrated King Amurru, who was supposed by Sir Henry Rawlinson to be the same as Amraphel mentioned in the Book of Genesis, there is no doubt that in his time—I think I may say there is strong reason for supposing that he succeeded in 2139 B.C. and though some students give the date a year earlier or later, that is the date which appears to me to be proven—in his time there was an extensive trade organised all over his Empire; writing was already reduced to a phonetic system; the science of Astronomy not only included the observation of the eclipses of the moon, but they had even fixed their year by inventing an intercalary month—a thirteenth month which they put in every three or four years to keep the lunar months in accord with the solar seasons. Then, too, they had severe laws on the subject of irrigation. The whole country was overspread with canals which were kept up by the Government, and which made the land so fertile that we can hardly believe the density of population which Babylon could then support. If we go down to 700 B.C., as the time when we know most about the extent of the Assyro-Babylonian Empire, we then find that this civilisation extended certainly within the limits of Persia, and was being carried eastward from the centres at Nineveh, and at Babylon. Some scholars have supposed that at this time or even much earlier there was a regular trade along the great route to China north of the Kuen-lun mountains through Turkestan, and although no cuneiform inscriptions have been found in this part or in India, it is thought that illusions may be supposed to be found in history to this extension of trade. But whatever may be the case as to this, one interesting discovery has actually been made, and that is in regard to white jade. This jade has been found in Babylonia and Assyria, and it has been found at Troy as early as 1500 B.C. Now many kinds of jade are common enough, but white jade I believe is hardly to be found anywhere in the world except in the Kuen-lun mountains, and this white jade must, it is supposed, have come to Western Asia from Central Asia through Babylon. That would be found at least by 1500 B.C. and probably earlier, some very palpable evidence of trade between Babylonia and Asia Minor and Central Asia.

Of course, one difficulty in supposing that there was any direct communication with China lies in the geographical position. China is very much cut off by the great Mongolian Steppes on the north; by the Gobi Desert on the west by the great plateau of Tibet and the terrible passes in that direction; and so China is to a certain extent isolated from Western Asia. But there are directions in which China can be entered and has been entered. We know very well that from Manchuria the Mongols came down south in comparatively recent times; and we know, there was a trade route through Eastern Turkestan on the north side of the Kuen-lun range which Dr. Stein has recently been exploring. It was at least as passable in early days as now; and, according to his description, it was apparently more easy to reach China about 200 B.C. by this great central trade route than at the present time. Besides this, it has been pointed out by various scholars that from Burma also there must have been an entry into Yunnan by various tribes from the west at an early period; and even from the south in the direction of Siam there appears to have been an entrance. Thus, though China appears to be isolated on the whole, there are various ways by which it can be reached from the West of Asia.

Historically, I do not venture to say how far the early Chinese dates are generally received as credible, but I suppose that there is no doubt that from 841 B.C. you have an historical chronology in China, and communication with Afghanistan about 260 B.C., with India shortly after, and even with Rome in the second century A.D. Therefore China has never from the earliest times of which we have historical notice been entirely cut off from the rest of the world.

And now what I propose to do this evening is to go into some details with regard to the parallels of civilisation from which you may form some conclusions on the subject—especially details regarding race, and speech, and religion, and science including astronomy, and irrigation, and writing.

I do not venture to suppose that I am telling you anything very new. Nor have I any claim to have made any great discovery, for although I have investigated this subject independently, it is one that has interested Sinologists for the last 30 years. The first scholar who turned my attention to the question was Francois Lenormant, a great student of the non-Semitic civilisation of Babylon, who made some very enlightening remarks on the connection between the hieroglyphics and the languages of China and of the Akkadians, some 30 years ago. Prof. Chalmers in 1869, and Dr. Edkins in 1871, and Professor Terrien de Lacouperie in 1880, and since him the Rev. C. J. Bull, and several others, have investigated the subject. But, of course, if we are to convince the general public of the reality of this connection it is necessary that the examination should be critical; and that we should remember not only the points of contact but the points of difference. We have great advantage in the independent studies of the various departments, for as each scholar worked his own department he amassed facts without having any theory of connection to support. And if we take these independent results and put them together we find ourselves on a very sound basis, because the various scholars were working without any knowledge of one another's discoveries. But in China the history seems to me to be more difficult to follow than that of Western Asia because of the absence of very early monuments. Of course we have Chinese written history; but in India, Greece, Babylonia, Egypt, and Syria, our ideas as to the very early times are now based almost entirely on contemporary monumental information and this fails us in China before about 800 B.C. I suppose it will be admitted that China was not an Empire, but a series of loosely federated or independent States down to about 200 B.C.; and there is the great difficulty about the "Book Burning" edict, how far it was carried out, and how far all the books were burned or whether, as it is supposed, some of the works of Confucius, and some of the classics, were hidden away and saved. It is rather a difficulty to find that there was such an edict from 221 B.C. to 191 B.C., that is for 30 years during which period all books had to be burned, and any scholar found concealing one was to be buried or burned alive; for this casts some little doubt not only on the history of the earliest times but even upon the later time of Confucius himself. However this may be, the point I want to insist upon is rather that of the extinction from early times of foreign influences in China. Lao-tze is admitted, I believe, to have been descended from one of the Burmese tribes, he was not a Chinese. Then in 600 B.C. you have a philosopher coming into China from the west, and teaching a mysticism which was very similar to that of the Jains; he may have been a disciple of the great Jain teacher Mahavira. I say Jain and not Buddhist, for it was not the

humanism of Gautama's religion, but the mysticism of India that Lao-tze introduced. Coming down to 200 B.C. you find the Hans in Yunnan in contact with the Burmese civilisation of the age of Asoka brought from India, and you find the Hans again in Turkestan in the same age. In 65 A.D. Buddhism was introduced into China; and 75 A.D. Wu-Ti repelled the Huns, and the Chinese ruled in Afghanistan till 220 A.D. and later yet, when Mohammedanism impinged upon them from the west. Then in 165 A.D., as I find mentioned in a learned paper, a certain An-Ton sent an embassy to China. He is supposed to have been Marcus Antoninus, and we know that at this time the Romans had a silk trade, the silk being brought to Rome along the Central Asian trade route, and the fabulous prices being paid for it. When we come down to the time of Justinian in 530 we find it said in Chinese history that certain people in the west whose capital was Antioch—supposed to be some to mean Antioch—brought silk-worms. This was about the time when Justinian stole silk-worms from China and brought them to Antioch and to the Syrian coast, and began the making of silk in the west. Then coming to 1000 A.D. we find it said in Chinese history that certain people in the west whose capital was Antioch—supposed to be some to mean Antioch—brought silk-worms. This was about the time when Justinian stole silk-worms from China and brought them to Antioch and to the Syrian coast, and began the making of silk in the west. Then coming to 1000 A.D. we find it said in Chinese history that certain people in the west whose capital was Antioch—supposed to be some to mean Antioch—brought silk-worms. This was about the time when Justinian stole silk-worms from China and brought them to Antioch and to the Syrian coast, and began the making of silk in the west. 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NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICES TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 31st inst., at 8 A.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHIESON & CO., LTD.
Agents.
Hongkong, 24th May, 1909. [779]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BRAEMAR,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 24th May, 1909. [778]

S.S. "SYDNEY,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoc" from Havre ex s.s. "Ville de Lorient" and "Ville du Constantine" in connection with above Steamer are hereby informed that their goods with the exception of Treasure are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 11 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after the 1st June, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPOMORIN,
Agent.
Hongkong, 25th May, 1909. [2]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM MIDDLESBROUGH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned or before the 7th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th May, 1909. [783]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S STEAMER

"DELHI"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board:-
From London, &c., ex s.s. "China."
From Calcutta, ex s.s. "Borneo."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. CO.'S Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 2nd June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claim will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 26th May, 1909. [1]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LTD., Agents.

Hongkong, 27th May, 1909. [789]

ADVERTISMENT

THE DIRECTORY AND CHRONICLE

FOR CHINA, JAPAN, COREA, INDO-CHINA
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MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
BORNEO, &c.

WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST

FOR 1909.

THE FORTY-SEVEN ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, and Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDE FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, &c. &c.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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Chinkiang Hangchow
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MAP OF FOREIGN CONCESSION, SHANGHAI

MAP OF HONGKONG (SHANGHAI) WITH INDEX

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MAP OF SAIGON

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The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consuls and Courts, Posts, Hongkong Stamp Duties, Postal and Court Fees, Hongkong, Stamp Duties, Postage, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including

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Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chafou, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihsien 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1883; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional 1868; Peiping, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peiping, 1880; Kiaochow Convention, 1898; Railway and Mining Concessions, 1898.

Japan—Shimonoseki, 1895; Liuchow Convention, 1895; Commercial, 1896; New Port 1896; Supplementary Commercial, 1897.

Russia—St. Petersburg, 1891; Russian Land Treaty, 1891.

Portugal, 1888; Commercial Treat, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, Russia, Agreements as to Taxes; United States, Extradtion Treaty, 1888; Great Britain (Alliance), 1903; Russia (Poro-

Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan, Supplementary, 1877; Japan, 1882; Great Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1859; France, 1890

and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Slaves; Frontiers;

Great Britain and Russia, Railway Convention, 1899.

TRADE TARIFFS

TRADE REGULATIONS

CHINA, Japan, Siam, Corea

LEGAL DOCUMENTS

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Subjects in China and Corea, and in Siam,

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